will collect the information and convey it to him.

SHRI SUNIL BASU RAY: Sir, from the reply as it is, it appears that sufficient attention was not given in the reply for collection of figures. I am taking only the first one, Maithon in Bihar. Maithon dam is on the Barakar river and it is a part of the Damodar Command Area in which there are certain other reservoirs also as Tilaiya, Konar and Panchet. The proper functioning of these dams and reservoirs depends on the continuous flow of water in the lower Damodar which is often endangered by siltation on the upper stretch. Now, it has been given that there has been 14 per cent siltation in 24 years, that is up to 1979. What is the exact siltation rate at present? According to this figure, it is calculated that the present siltation rate would be 25 per cent or something like that. So, I would like to know what action has been taken by the Government for developing Damodar Command Area which has a tripartite body to administer it—Bihar, West Bengal and the Central Governments. On the full functioning of this reservoir depends hydro-electric generation, water supply to the industries and water supply to the villages.

MR. CHAIRMAN: Your question is about the Damodar Valley Corporation.

SHRI SUNIL BASU RAY: Yes, my question is about the Damodar Valley Corporation.

MR. CHAIRMAN: Your question is whether he will activise it so that it functions properly. That is your question.

SHRI SUNIL BASU RAY: Yes. I would like to know whether there is any programme for desiltation and improving the lower Damodar Valley Area. That is my first question.

SHRI VIDYACHARAN SHUKLA: Sir, the measure that has been taken to prevent siltation or sedimentation is common in respect of most of the major reservoirs. I have given some information. I will read it out again.

MR. CHAIRMAN: He is interested only in Maithon.

SHRI VIDYACHARAN SHUKLA: Sir, the measure taken in respect of Bhakra and other reservoirs is the same for Maithon because there is no special measure that has been taken separately for Maithon. In respect of all major reservoirs and big reservoirs in the country special measure has been taken which is common.

MR. CHAIRMAN: He says about the lower area of Damodar Valley.

SHRI VIDYACHARAN SHUKLA: For lower area if there is any dam he can mention specifically. I will look into that matter.

Conversion of Chandrapur-Gondia-Jabalpur NG Line into B.G. Line

*284. SHRI NARESH C. PUGLIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration for conversion of Chandrapur-Gondia-Jabalpur narrow gauge line into Broad gauge line;

(b) whether a survey for the purpose was undertaken first in 1969 and second time in 1980;

(c) whether it is also a fact that this line runs through Chandrapur-Gadchiroli and Bhandara districts which are economically backward districts of Vidarbha region though they are rich in mineral and forest wealth but due to lack of railway line into B. G. line and if so, reluctant to come to this area to tap the resources and set up new industries; and

(d) whether Government would take a decision for conversion of the above railway line into B. G. line and if so, by when the work is likely to commence?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) A survey for conversion of Jabalpur-Gondia section was carried out in 1980.

(c) Yes, Sir.

(d) Survey for conversion of Jabalpur-Gondia-Chandrapur N. G. line into B. G. has been taken up. Further action would depend upon the results of the survey and availability of resources in the coming years.

श्री नरेश सी० पुगलिया : सभापति महोदय, नैरोगेज से ब्रांडगेज का जो यह सवाल हमने चन्द्रपुर-गोन्दिया-जबलपुर लाइनों का किया है रेल मंत्री जी ने जो उत्तर दिया है इसमें से हमें लगता है कि रेल मंत्रालय और रेल मंत्री इस मामले को बहुत गंभीरता से नहीं ले रहे हैं । मैं आपके माध्यम से रेल मंत्री जी को बताना चाहूंगा कि चन्द्रपुर-गोंदिया-जबलपुर की जो नैरोगेज लाइन है उसको ब्राडगेज में कन्वर्ट करने से नैशनल सेविंग कितनी हो सकती है और आज जो हमारी साउथ से नार्थ को जोड़ने वाली जो भी ट्रेनें हैं गंगा कावेरी से लगा कर जितनी भी हमारी ट्रेनें हैं, मद्रास की ट्रेन को चन्द्रपुर से नागपुर, नागपुर से इटारसी और इटारसी से जबलपुर होकर इलाहाबाद, बनारस और पटना जाना पड़ता है, इस लाइन का अगर ब्राडगेज हो जाता है तो आज जो आपका डिस्टेंस 790 किलोमीटर का चन्द्रपुर से नागपुर-इटारसी-जबलपुर जाने के लिए जबलपुर का डिस्टेंस 790 किलोमीटर होता है और अगर यह ब्राड गेज में कन्वर्ट हो जाती है तो इस लाइन की डिस्टेंस 300 किलोमीटर होती है यानी 490 किलोमीटर की सेविंग है, इसमें आपके साउथ के तमिलनाडु, आन्ध्र, प्रदेश, कर्नाटक, केरल और पांडिचेरी से पांचों स्टेट और महाराष्ट्र का कुछ भाग और मध्य प्रदेश का कुछ भाग, इनमें हमारी बड़ी बचत होने वाली है । यह नेशनल सेविंग है, इसमें पैसेंजर ट्रेन रहे या गुडज़ ट्रेन रहे । मैं मंत्री महोदय से जानना चाहूंगा कि इस चीज़ की गंभीरता को लेकर क्योंकि उन्होंने उत्तर में एक बार कहा कि हमने 1980 में सर्वे करा लिया और बाद में दूसरे उत्तर में उन्होंने कहा है कि सर्वेक्षण शुरू है और हमारे पास रिसोर्सेज़ उपलब्ध होने के बाद हम इस काम को लेंगे, इस चीज़ को देखते हुए मैं मंत्री महोदय से जानना चाहूंगा और सभापति महोदय, चन्द्रपुर अकेला जिला सिर्फ गुडज़ ट्रेन को गुडज़ रेवेन्यु 150–155 करोड़ साल का देता है, इस चीज़ को देखते हुए इस नैरो गेज़ को ब्राड गेज़ लाइन में कन्वर्ट करने में, जो 1980 में सर्वे हो चुका है तो दोबारा करने की क्या आवश्यकता है और रिसोर्सेज़ कौन से वर्ष में सरकार उपलब्ध करा देगी ?

MR. CHAIRMAN: He wants to know whether this particular saving—saving in distance—is taken into consideration.

SHRI MALLIKARJUN: What the honourable Member has mentioned is true that there should be a proper north-south connection. At the moment the north-south connection, as has been mentioned by the honourable Member, is through Itarsi-Jabalpur and so on. In this connection I may inform the House that the Planning Commission has appointed a committee on expansion of railway network. This committee has recommended Jabalpur-Gondia and Gondia to Chandrapur and Chanda Fort for conversion. That is how the traffic-cum-engineering survey has been commenced and the survey is in progress from Jabalpur to Gondia and from Gondia to Chandrapur and Chanda Fort. This is what the honourable Member has mentioned. There are certain factors and keeping those factors in view the survey is in progress. The moment results come will take further action.

श्री नरेश सी० पुगलिया : सभापति महोदय, मंत्रीजी ने कहा कि प्लानिंग कमीशन की कमेटी बनाकर उसका सर्वे शुरू है ।

श्री सभापति : आपकी बात उनके दिमाग में आलरेडी है ।

श्री नरेश सी० पुगलिया : महोदय, दिमाग में रहने से काम नहीं चलेगा । इसको

इम्पलीमेंट कब करेंगे ? महोदय, 390 किलोमीटर की नार्थ मे साउथ और साउथ से नार्थ को जोड़ने वाली ट्रेन में, एक बड़ी सेविंग है और फिर यह नेशनल सेविंग है । इसे मंत्री जी गभीरता से लें । इसके अलावा चन्द्रपुर, गरचरौली, भंडारा और पास में आनेवाले बालाघांट और सिवनी— ये सब नक्सलाइट एरिया है । इसमें ब्राड गेज न होने की वजह है, साधन न होने की वजह से इंडस्ट्रियलिस्टस वहां नहीं जा रहे हैं और बड़े पैमाने पर यहां नक्सलाइट एक्टविटीज चालू हैं । साथ ही इस एरिया में आयरन ओर और मैंगनीज ओर की बड़ी सपत्ति भी है । इस चीज़ को मद्दे नजर रखते हुए इस सर्वे को इसी वक्त कंप्लीट करने के लिए आप कब इस काम को हाथ में ले रहे हैं ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): As my honourable colleague has mentioned, it will be in the interests of railways also to increase the line capacity, particularly if we can provide more alternative routes to the south. It is keeping this factor in view the expert committee on railway network expansion has made certain propositions. What we are trying to do is we are not surveying what has already been done; we are only updating our data and what has not been surveyed already is being surveyed now. Once the survey is over and the reports come, we will then know what exactly the cost of that line and other things would be, and then it will go to the Planning Commission. So all these formalities do rquire time and the biggest problem is of finding resources. Resource constraint is also a major problem. We are ourselves very much concerned about the expansion and therefore, I don't think honourable Members should have any anxiety about it.

कुमारी सईदा खातून : माननीय सभापति महोदय, मैं मंत्री जी से पूछना चाहती हूं कि पहली बार 1969 में सर्वेक्षण किया गया है और दूसरी बार 11 साल के बाद सन् 80 में किया गया है । अब 11 साल फिर हो गए हैं । यह सन् 91 चल रहा है । इस सन् में भी सर्वेक्षण कंप्लीट हो जाना चाहिए और चूंकि इस बड़ी लाइन से बालाघाट भी जुड़ा हुआ है, वहीं से यह लाइन होती हुई जाएगी और बालाघांट में स्मेल्टर प्लांट तभी लग सकेगा जबकि वहां ब्राड गेज हो । महोदय, स्मेल्टर प्लांट का भी सर्वे चल रहा है । तो इस सिलसिले में, अध्यक्ष महोदय, मैं आपका सर्वेक्षण चाहते हुए, मंत्रीजी से आश्वासन चाहूंगी ।

श्री सी० के० जाफर शरीफ : सर्वे जल्दी कराने के लिए कहा गया है ।

श्री सभापति : आप इनका समर्थन कर रहे हैं ?

SHRI DINESHBHAI TRIVEDI: This question of converting metre gauge into broad gauge is becoming sentimental. Everytime the reason given is lack of resources. I want to cite one specific example that in Kutch from Gandhidham to Bhuj we have resources also. The citizens have come formard to give money to the Railway Board. But still the Ministry is just keeping quiet. I would like to urge the Railway Minister, through you, that this question should be taken more seriously because the sentiments are running high. Would the Minister consider having bonds as far as resources are concrned?

SHRI MALLIKARJUN: Sir, this is a separate question. Yet I would like to bring to the notice of this House that there are eleven conversions in the pipeline and 24 new lines...

MR. CHAIRMAN: Question Hours is over. Now, Papers to be laid on the Table.

WRITTEN ANSWERS TO QUESTIONS

वर्षा के कारण खाद्यान्नों की क्षति

*285. **श्री शांति त्यागी :** क्या खाद्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकारी तथा सहकारी क्रय केन्द्रों में रबी के